

WIPE YOUR SPECTACLES
SO THAT YOU CAN SEE TO READ THE
NEW STORY TO BEGIN IN
TO-MORROW MORNING'S WORLD
FORTY MILLION MILES AWAY
VERNE AND HAGGARD ECLIPSED.

PRICE ONE CENT.

ERICSSON GONE.

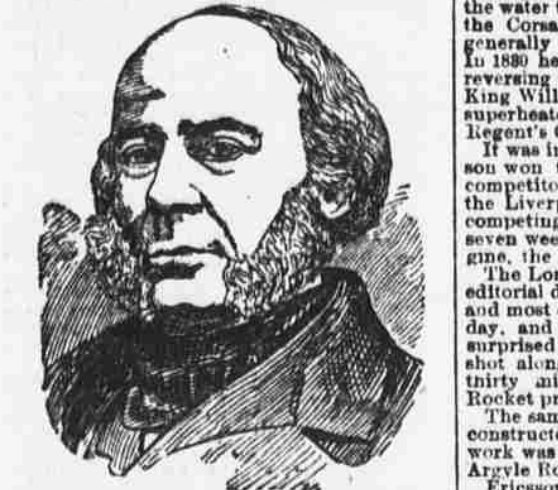
End of a Long Life of Incalculable Benefit to Mankind.

"Give Me Rest" the Last Words of the Noble Old Inventor.

The Monitor His Great Boon to America.

He Died Early This Morning at His Home in Beach Street.

After a long life of incalculable usefulness, Capt. John Ericsson has paid the debt to nature, and passed on to the majority.



CAPT. JOHN ERICSSON.

The great engineer died peacefully early this morning at 86 Beach street, his home since 1862. The house is an old-fashioned, large-roomed brick structure, with heavy green blinds and white portals.

Surrounding the bedside of the dying engineer and inventor were his private secretary, S. W. Taylor, who had served him thirty years; V. F. Lawcoe, his superintendent engineer; Dr. Boulee and a professional nurse.

Although John Ericsson would have been eighty-six years old on July 21 next, he had been an exceedingly robust man, energetic and untiring in his work, up to a very few weeks ago, when a change began to be visible. Two weeks ago the old captain, difficult to rally, an old soldier, difficulty troubling him. But he would not submit to any restriction of his activity until Tuesday. He had gradually lost strength and appetite, and was weak for days that he had to be helped about the house.

Wednesday morning he yielded to the entreaties of Dr. Taylor and did not arise. Dr. Boulee was called in in consultation with Dr. Boulee, but it was evident that the giant was nearing his end.

He died at 12.30 o'clock this morning, conscious and cheerful to the last. Yesterday morning he was out of bed, but his final dissolution began perceptibly at noon.

"Am I going to die?" he asked Dr. Boulee, without the slightest accent of fear or regret. "The rest is beautiful. Give me rest!"

These were the last words of the dying man, and a few minutes later the stout heart stopped its beating.

John Ericsson leaves no immediate family. Many years ago he married an English woman, but she died childless more than a quarter of a century ago.

Ericsson was born in the province of Wermland, Sweden, July 31, 1803. His father, Olof Ericsson, was the proprietor of mines; his mother, Sophie, was the daughter of an ironmaster. Nine children were born to him, and he died in a capacious chamber on the second floor of his American home.

Capt. Ericsson took it for his home just when his name became famous as the maker of the Monitor, which was launched in exactly 100 days from the day its keel plate was laid. Its duel to the death with the Confederate Merrimack at Hampton Roads is the most famous naval battle of history. It saved the Union fleet from destruction, and the Legislature of this State sent a beautiful engraved resolution of commendation to the great engineer who had made that success possible.

In the expansive parlor of the Beach street home hangs this resolution in gilt frame, and about the room are models and pieces of fine mechanism, the product of the fertile and busy brain of the master.

When Capt. Ericsson took up his residence in Beach street was a highly aristocratic neighborhood. His windows looked out upon St. John's Park, one of the handsomest parks the city ever had. His neighbors included the Lord, the Lillenthal and Rev. Morgan J. D. D.

The site of St. John's Park is now filled with the Hudson street freight depot of the New York Central Railway and the grand old houses of the neighborhood are tenements.

Capt. Ericsson had never a relation in America, but he has nephews and nieces in Sweden. Among the nephews are Baron John Ericsson, Governor of a Swedish province, with his seat at Osterund; Col. Carl Ericsson and Prof. Odmer of London.

Baron Ericsson was notified of the illness of his uncle, and a cablegram was received from him to-day. It said:

Presents my affectionate salutation for Capt. Ericsson, and my hope for his soon recovery. Capt. Ericsson's brain was a mighty and versatile one. It comprehended everything in mechanics, and while his inventions included the "Novelty" locomotive at a time when the power of steam was just beginning to be appreciated and utilized, and the monitor-turret ship, it also had a niche for smaller things, and the name of the great Sweden is a household word as the inventor of the Little Domestic Pump—"the power of a servant-girl," but of universal usefulness. Hundreds of thousands of these little machines are in use to-day for elevating water to the top of buildings.

When the Reaper overtook him, Capt. Ericsson was busily engaged in the manufacture of useful inventions and the perfection of others. He worked at the Delamater Iron Works and had a corps of assistants under the direction of V. F. Lawcoe. It is pleasant to be able to say that the inventor had so thoroughly indicated his ideas in his lifetime that not one of his ideas will be lost, as they will be able to complete every one of his inventions in the process of development.

Of these the principal one is an atmospheric engine, technically a solar engine and

sun motor, whereby the god of day is to be put in harness for the use of man for the propulsion of small machinery.

When John Ericsson was only ten years old he constructed a miniature saw-mill and pumping machine, which attracted the attention of Count Platen, chief of the great shipyard intersecting the Scandinavian Peninsula, and at twelve, the boy was made a cadet of mechanical engineers, and next year a leveler on the canal. At seventeen, Ensign Ericsson, of the Swedish army, became a lieutenant in recognition of the merit of his military maps by King Charles John (Bernadotte).

At twenty-two Lieut. Ericsson constructed a steam engine of 10-horse power, and next year went to London to introduce his machine, resigning his commission on a promotion to a captaincy.

Capt. Ericsson never returned to his native land, but for thirteen years he labored in England, producing forty machines, a third of which were patented.

These inventions were of the widest diversity and utility. Among them were a floating device; an instrument, still in use, for taking soundings at sea; a hydrostatic weighing machine, an apparatus for making marine trials; a pumping engine; a rotary steam-engine and a system of artificial draught for steam boilers, dispensing with huge smoke-stacks and economizing fuel. In 1826 he applied on the Victoria the principle of condensing steam and returning the water to the boiler, and in 1832 he gave to the Cornish the centrifugal fan-blowers now generally used in American steam engines. In 1830 he introduced the link motion for reversing steam engines on the locomotives King William and Adelaide, and in 1834 he superheated steam in an engine on the Regent's Canal.

It was in his twenty-sixth year that Ericsson won the prize and far exceeded all competitors in the competition opened by the Liverpool and Manchester steamway for a competing locomotive, though he was only seven weeks in planning and building his engine, the Novelty.

The London Times of Oct. 8, 1829, in an editorial declared that "it was the lightest and most elegant carriage on the road yesterday, and the velocity with which it moved surprised and amazed every beholder. It was along the line at the amazing rate of thirty miles an hour." But Stephenson's Rocket proved superior in point of traction. The same year, sixty years ago, Ericsson constructed a steam engine for his first work was the extinguishing of a fire in the Argyle Rooms.

Ericsson came to America in 1839 and in 1840 the Mechanical Institute of this city gave him its large gold medal for best system of fire-engines.

In 1833 Ericsson astonished the scientific world in London with his steam engine, which was the forerunner of the California ship Ericsson, of 2,000 tons burden and 260 feet long, which made the trip from New York to Washington and back in 1853.

Though the steam engine of the California ship motor was not speedily enough at sea for commercial purposes, not to compete on any large scale with steam, it has been applied successfully to a host of other uses, engines to minor useful purposes—pumping, printing, hoisting, grinding, telegraph instruments and sewing machines.

Ericsson's mechanical genius was awarded to Ericsson by the American Academy of Arts and Science for his improvements in the arrangement of heat as exemplified in his California ship.

In 1837 Ericsson built a tug 40 feet by 80, with three feet draught, having two propellers of 5 1/2 feet diameter. He invited the British Admiralty to inspect and trial this tug, but it was rejected, but his torpedoes declared solemnly that the motive power was in the stern the tug could not be steered.

The Princeton, the first naval vessel that ever carried her machinery under the water-line out of reach of hostile shot, was the invention of Capt. Ericsson for 1841. In it were a steam engine, a pump, a screw propeller, a telescope smoke-stack, a centrifugal blower in the hold and a gun-carriage, with machinery for taking up the recoil, all inventions of the master. Princeton revolutionized the construction of naval vessels.

Next came the Monitor, the first turreted vessel. In 1864 Ericsson offered the idea to the Federal Navy Department. It was accepted, and by extraordinary energy and skill it was raised from keel to completion in 100 days.

March 8, 1862, it arrived in Hampton Roads and pitched into the Confederate ironclad Merrimack, which had destroyed the Cumberland and the Congress and was about to sink or disperse the balance of the Northern fleet.

The Monitor speedily whipped the rebel Merrimack, and the whole course of the war was changed. A fleet of iron-clads of the Monitor style was built, and six thousand shot which struck a fleet of iron in Charleston Harbor eight weeks later failed to make a hole in one of them. The Confederate ram was destroyed by the turret ship.

Ericsson's latest scheme was an iron vessel 30 feet long with a submarine 16-inch gun 30 feet long, discharging projectiles or 500 pound weight and containing 300 pounds of gun cotton. This vessel he called the Destroyer, for it was designed to destroy even his own heretofore unrepugnant invention in naval warfare, for the projectile was to be hurled against the hull of an ironclad before the water-line armor belt with such effect that the water-tight compartments would be flooded.

Ericsson's contributions to the Philadelphia Centennial Exhibition of 1876 has been described in a 400 quarto-page volume, and it would be vain to attempt even a cursory description of his work.

He had an invention for the computation of the sun's rays; thirteen years ago he was made to announce to the world that he had accepted the water-gauge is his, and a thousand other inventions.

Though Capt. Ericsson left his native land with but a yolly in pocket, he was honored by the erection in 1867 of a great granite monument quarried by the unpaid labor of the miners. The monument stands before the mansion of his father and bears these words: John Ericsson was born here in 1803.

News Summary.

Signor Crispien forms a new Ministry which is acceptable to King Humbert.

John Merkin, of Circleville O., commits suicide by inserting the point of a nail in his ear.

Inspector Steers has been directed by Supt. Murray to fully investigate the charge made against the police by the Liederkreis Society.

Gen. Alexander, of the army, is to be removed from the Presidency of the Health Board is argued before the Supreme Court General Term.

The latest electric lighting patent held by the Edison Company is declared null and void in Canada by the Dominion court.

The British ironclad Sultan is wrecked on the island of Comino, in the Mediterranean, and is crushed and demands recognition for his Government.

Franca's Theatre in New Orleans is destroyed by fire.

The litigation between Gen. Goff and Gov. Wilson for the Governorship of West Virginia is begun in the courts.

Spring styles.

Reference to the article in the issue of the 11th March.

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